U. S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

Harvey Douthit, P.E.
State of Alaska DOT&PF
Central Region
P.O. Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Douthit:

Perryville Airport
Airport Layout Plan (ALP) Approval
04-AAL-165-NRA

We have completed a review of the "revised" ALP for the Perryville Airport. The ALP is conditionally approved. This approval is subject to the condition that future development may not be undertaken without environmental approval by the Federal Aviation Administration.

We have enclosed a copy of the signed ALP for your records. Contact Gabriel Mahns at 271-3665 if you have any questions.

Sincerely,

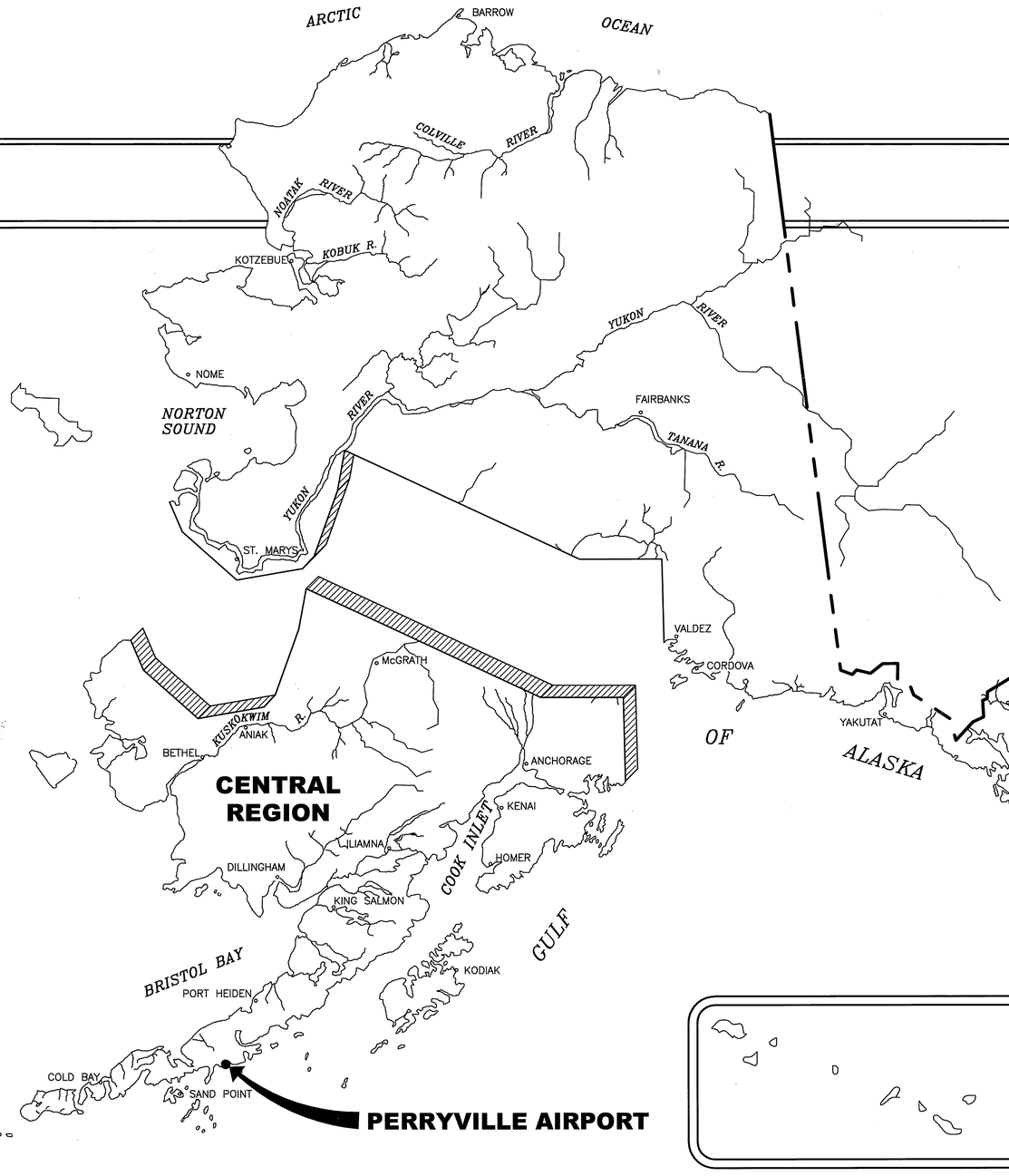
Debie Roth
Deputy, Airports Division

Enclosures:
Perryville ALP
cc: AAL-530, ANC FPO/AVN

AIRPORT LAYOUT PLAN FOR

PERRYVILLE AIRPORT

2004



DRAWING INDEX

Date Plotted: 11/30/04
Plot Ratio and Layout: 1=1, layout=Cover
File: W:\Projects\Perryville\AIP_04\Final Drawings\Cover

SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CONCUR _____ **DATE** 1/7/05
STEVEN R. HORN, P.E. **CONSTRUCTION & OPERATIONS DIRECTOR**

APPROVED _____ **DATE** 1·7·05
ROBERT A. CAMPBELL, P.E. **REGIONAL PRECONSTRUCTION ENGINEER**

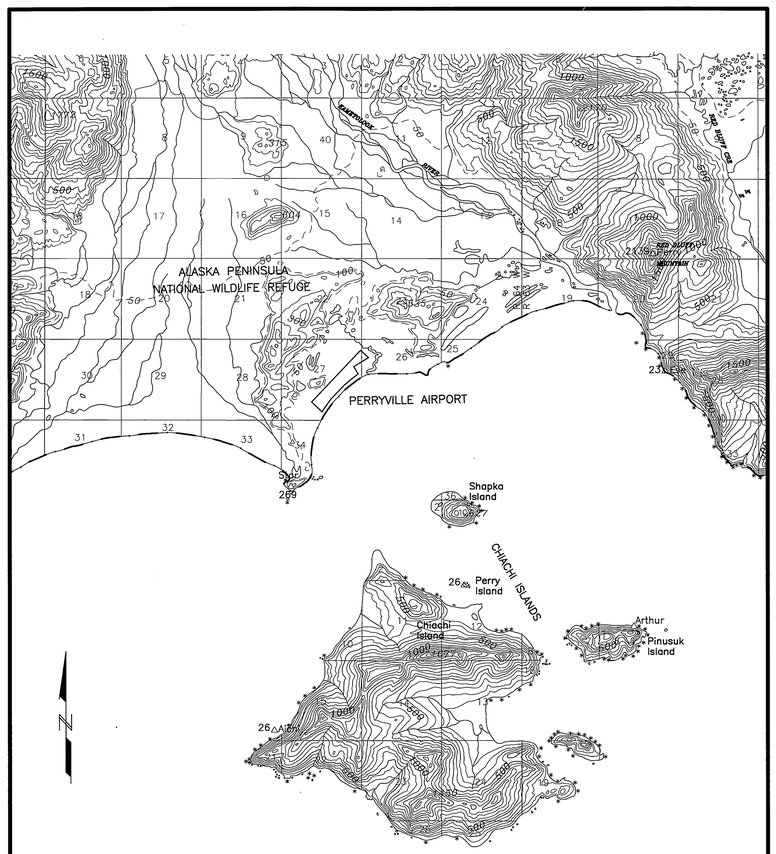
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL 1/13/05
SUBJECT TO ALP APPROVAL LETTER DATED _____

By: _____ DATE: 1/13/05
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER:
2004-AAL-165NRA

PERRYVILLE AIRPORT
AIRPORT LAYOUT PLAN

SHEET 1 OF 11

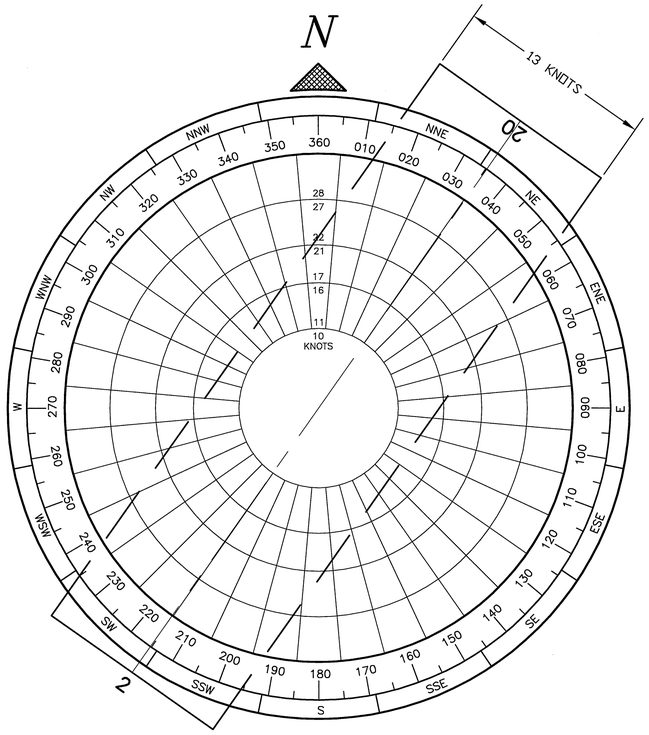


1 0.5 0 1 2

SCALE IN MILES

VICINITY MAP

T 49 S, R 64 W, SEWARD MERIDIAN
SEWARD MERIDIAN
U.S.G.S. STEPOVAK BAY (D-4), ALASKA



WIND DATA

NOTE: WIND DATA NOT AVAILABLE. RUNWAY ORIENTATION DETERMINED BY LIMITATIONS OF TERRAIN

LEGEND

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
FENCE	X X X	X X X
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS	100	100
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

AIRPORT DATA TABLE

ITEM		EXISTING	NEAR TERM	ULTIMATE
ICAO IDENTIFIER		NONE	NONE	NONE
NATIONAL AIRPORT IDENTIFIER		AK5	AK5	AK5
AIRPORT ELEVATION (MSL NAVD88)		29'	30'	30'
AIRPORT REFERENCE POINT (ARP NAD 83)	LAT.	55°54'03"N	55°54'24"N	55°54'24"N
	LONG.	159°09'20"W	159°09'39"W	159°09'39"W
AIRPORT REFERENCE CODE		A I	B II	B II
MEAN MAX. TEMPERATURE, HOTTEST MONTH		55 F° JULY	55 F° JULY	55 F° JULY
AIRPORT AND TERMINAL NAVIGATION AIDS		NONE	GPS	GPS
		NONE	ROTAT BEACON	ROTAT BEACON
TAXIWAY LIGHTING/MARKING		NONE/NA	M. I. / NA	M. I. / NA
APRON LIGHTING/MARKING		NONE/NA	NONE / NA	NONE / NA
RUNWAY OBSTRUCTION SURVEY SOURCE & TYPE		NONE	ANP	ANP
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE		15°30'E, 2005, -0°10' (W)/YEAR		

RUNWAY DATA TABLE

		RUNWAY 3/21		RUNWAY 2/20	
ITEM		EXISTING	NEAR TERM	NEAR TERM	ULTIMATE
APPROACH SURFACES		20:1/ 20:1		20:1/20:1	20:1/20:1
VISIBILITY MINIMUM		VISUAL		>1 MILE/ >1 MILE	>1 MILE/ >1 MILE
INSTRUMENT RUNWAY		NONE / NONE		NPI / NPI	NPI / NPI
RUNWAY SURFACE		GRAVEL		GRAVEL	GRAVEL
PAVEMENT STRENGTH	lbs.	N/A		N/A	N/A
RUNWAY TYPE		UTILITY		UTILITY	UTILITY
RUNWAY DIMENSIONS		50' X 2100'		75' X 3300'	75' X 3300'
AIRCRAFT APPROACH CATEGORY		A / A		B / B	B / B
AIRCRAFT DESIGN GROUP		I / I		II / II	II / II
RUNWAY TRUE BEARING		N42° 50' 06"E		N35°12'45"E	N35°12'45"E
EFFECTIVE GRADE		0.2 %		0.2 %	0.2 %
TOUCHDOWN ZONE ELEVATION (MSL NAVD88)		29' / 29'		30.0' / 30.0'	30.0' / 30.0'
RUNWAY END COORDINATES (N.A.D. 83)					
RUNWAY 3	LAT.	55°54'20"N		N/A	N/A
	LONG.	159°09'46"W		N/A	N/A
RUNWAY 21	LAT.	55°54'38"N		N/A	N/A
	LONG.	159°09'16"W		N/A	N/A
RUNWAY 2	LAT.	N/A		55°54'10.92"N	
	LONG.	N/A		159°09'55.68"W	
RUNWAY 20	LAT.	N/A		55°54'37.49"N	
	LONG.	N/A		159°09'22.29"W	
RUNWAY SAFETY AREA (RSA)		100' X 2500'		150'x3900'	150'x3900'
LENGTH BEYOND R/W END		200'/200'		300'/300'	300'/300'
RUNWAY PROTECTION ZONE (RPZ)		N/A		500' X 700' X 1000'	500' X 700' X 1000'
RUNWAY OBJECT FREE AREA (OFA)		N/A		500'x3900'	500'x3900'
RUNWAY OBSTACLE FREE ZONE (OFZ)		N/A		250'x3700'	250'x3700'
RUNWAY LIGHTING		NONE		M.I.	M.I.
RUNWAY MARKING		END PANELS		NONE	NONE
RUNWAY VISUAL AND INSTRUMENT NAVAIDS		NONE		PAPI, REIL	PAPI, REIL

ABANDONED

NON-STANDARD CONDITIONS AND/OR MODIFICATIONS TO STANDARDS

ITEM	NEAR TERM	STANDARD	ULTIMATE
RUNWAY 02/20 WIND COVERAGE*	UNKNOWN	95 %	UNKNOWN
RUNWAY TO LANDFILL SEPARATION	4000'	5000'	4000'

* RUNWAY ORIENTATION DETERMINED BY LIMITATIONS OF TERRAIN, WIND DATA NOT AVAILABLE

TABLES ARE BASED ON ALP CHECKLIST (REVISED FOR ALASKA REGION – 7/06/2004)

Date Plotted: 10/25/04
Plot Ratio and Layout: 1=1, layout=Data
File: W:\Projects\Perryville\ALP_04\Final Drawings\Cover

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: _____
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

APPROVED: _____
GARY E. LINCOLN, P.E. PROJECT MANAGER

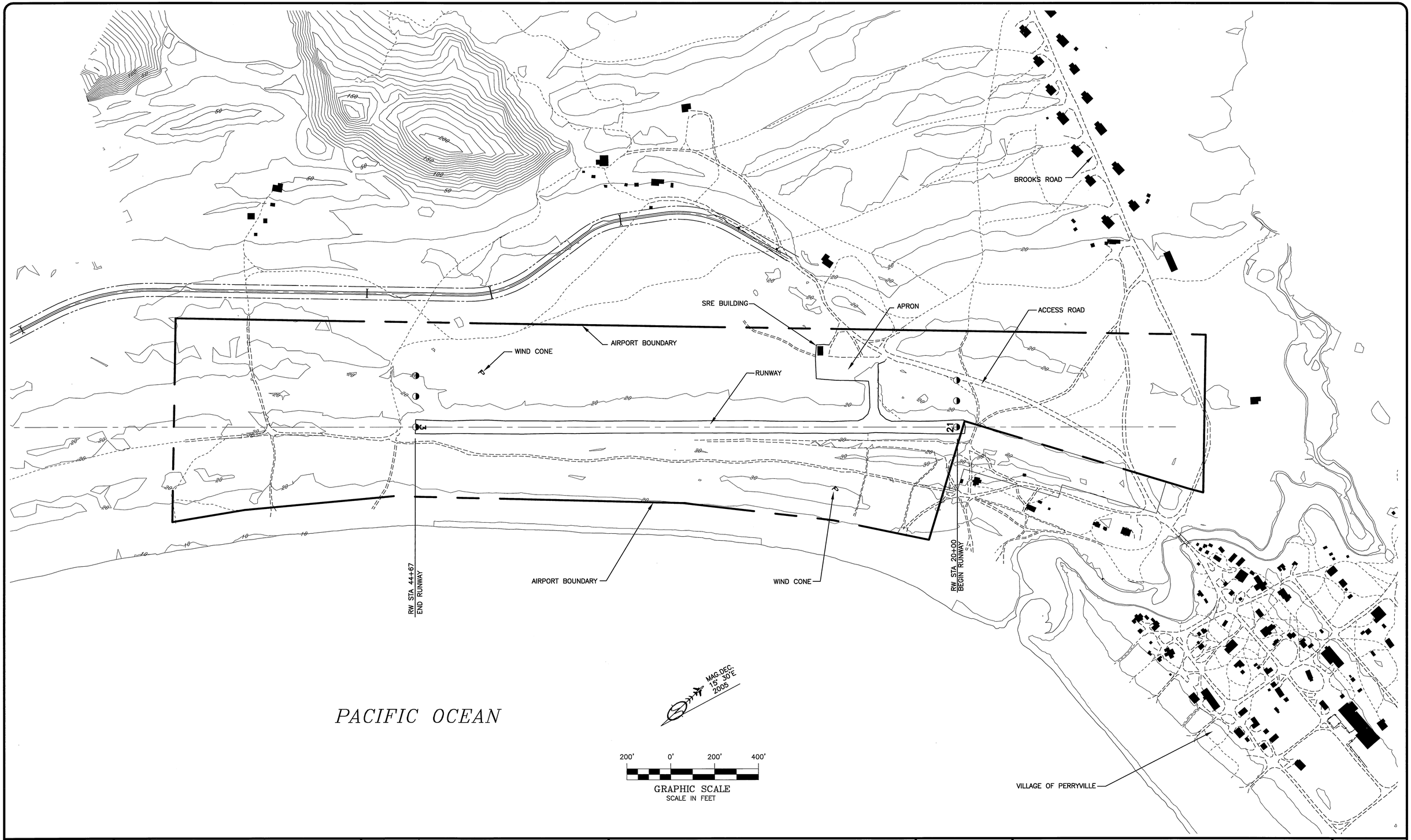
DATE 12-20-04
DESIGN CJW
DRAWN
CHECKED

PERRYVILLE AIRPORT

AIRPORT LAYOUT PLAN

VICINITY MAP AND DATA TABLES

SHEET 2 OF 11



Date Plotted: 11/16/04
Plot Ratio and Layout: 1=1, layout=Existing Plan
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AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

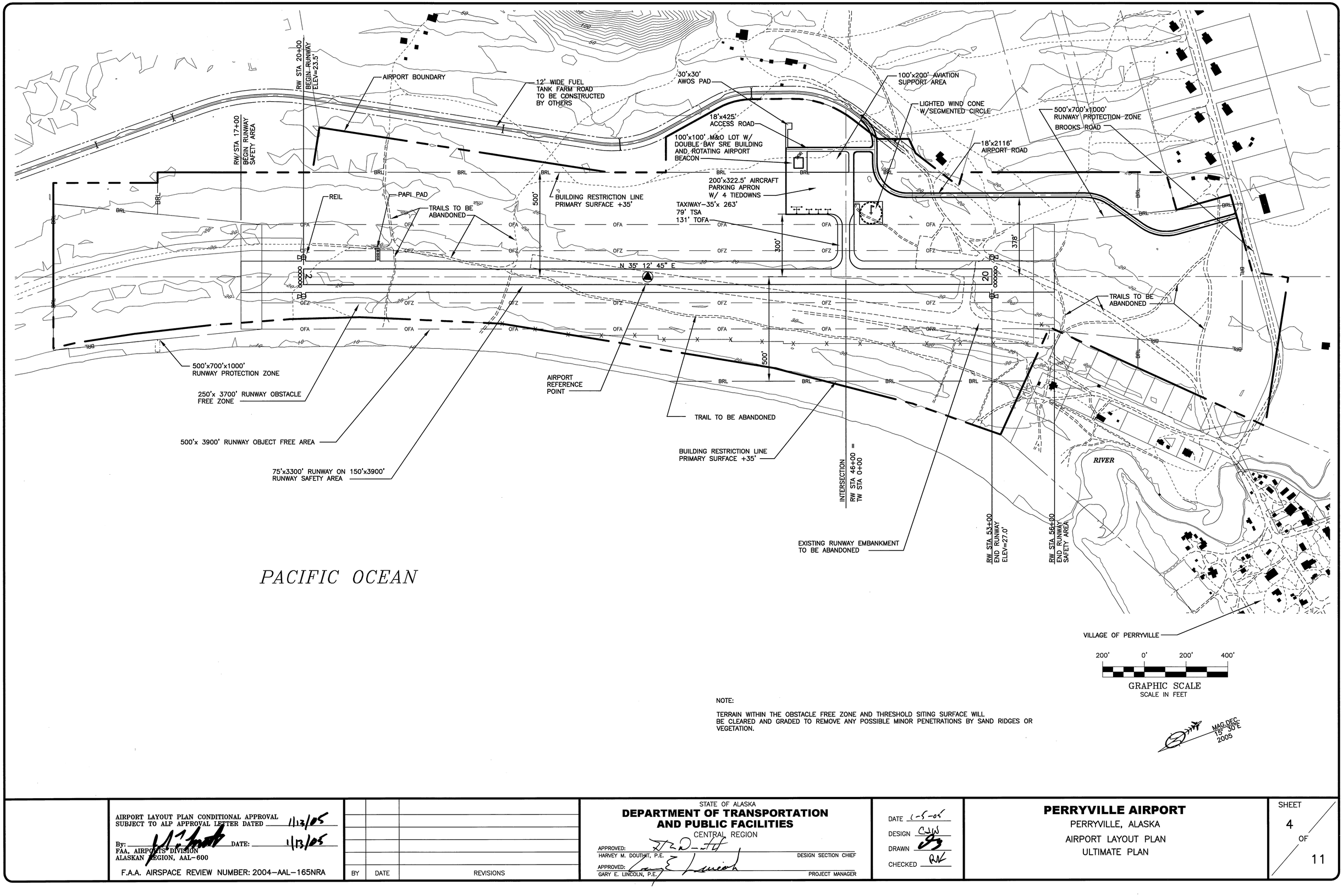
APPROVED: _____
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

APPROVED: _____
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE 12-20-04
DESIGN CJW
DRAWN
CHECKED

PERRYVILLE AIRPORT
PERRYVILLE, ALASKA
AIRPORT LAYOUT PLAN
EXISTING PLAN

SHEET 3 OF 11



NOTE:

TERRAIN WITHIN THE OBSTACLE FREE ZONE AND THRESHOLD SITING SURFACE WILL BE CLEARED AND GRADED TO REMOVE ANY POSSIBLE MINOR PENETRATIONS BY SAND RIDGES OR VEGETATION.

Date Plotted: 12/29/04
Plot Ratio and Layout: 1=1, layout=Ultimate Plan
Files: W:\Projects\Perryville\ALP_04\Final Drawings\plan

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

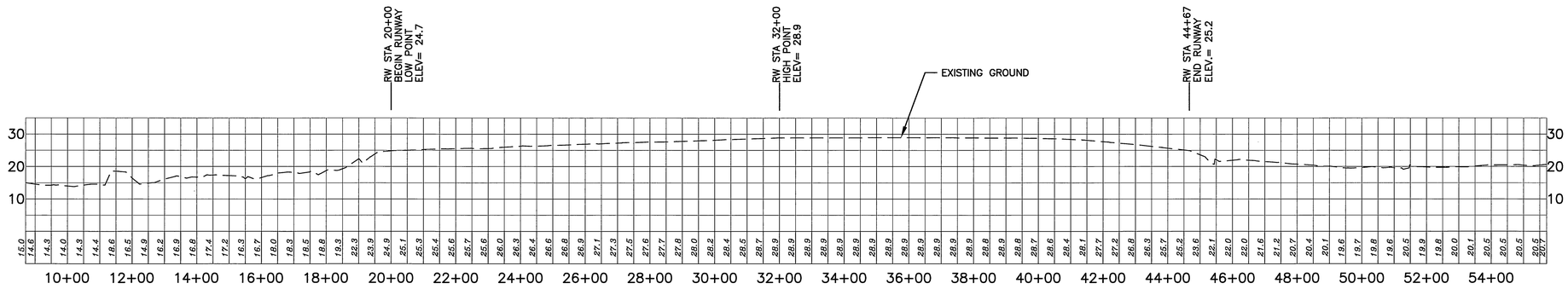
APPROVED: _____ DESIGN SECTION CHIEF
HARVEY M. DOUTHIT, P.E.

APPROVED: _____ PROJECT MANAGER
GARY E. LINCOLN, P.E.

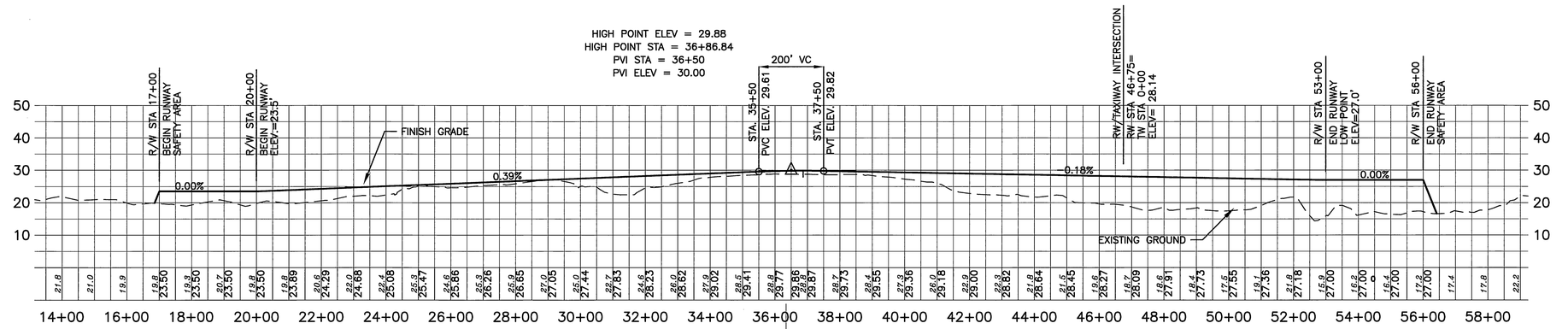
DATE 1-5-05
DESIGN CWN
DRAWN
CHECKED RW

PERRYVILLE AIRPORT
PERRYVILLE, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE PLAN

SHEET 4 OF 11



EXISTING RUNWAY 3/21



ULTIMATE RUNWAY 2/20

Date Plotted: 10/25/04
Plot Ratio and Layout: 1 = 1, layout=Runway Profiles
File: W:\Projects\Perryville\ALP_04\Final Drawings\plan

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

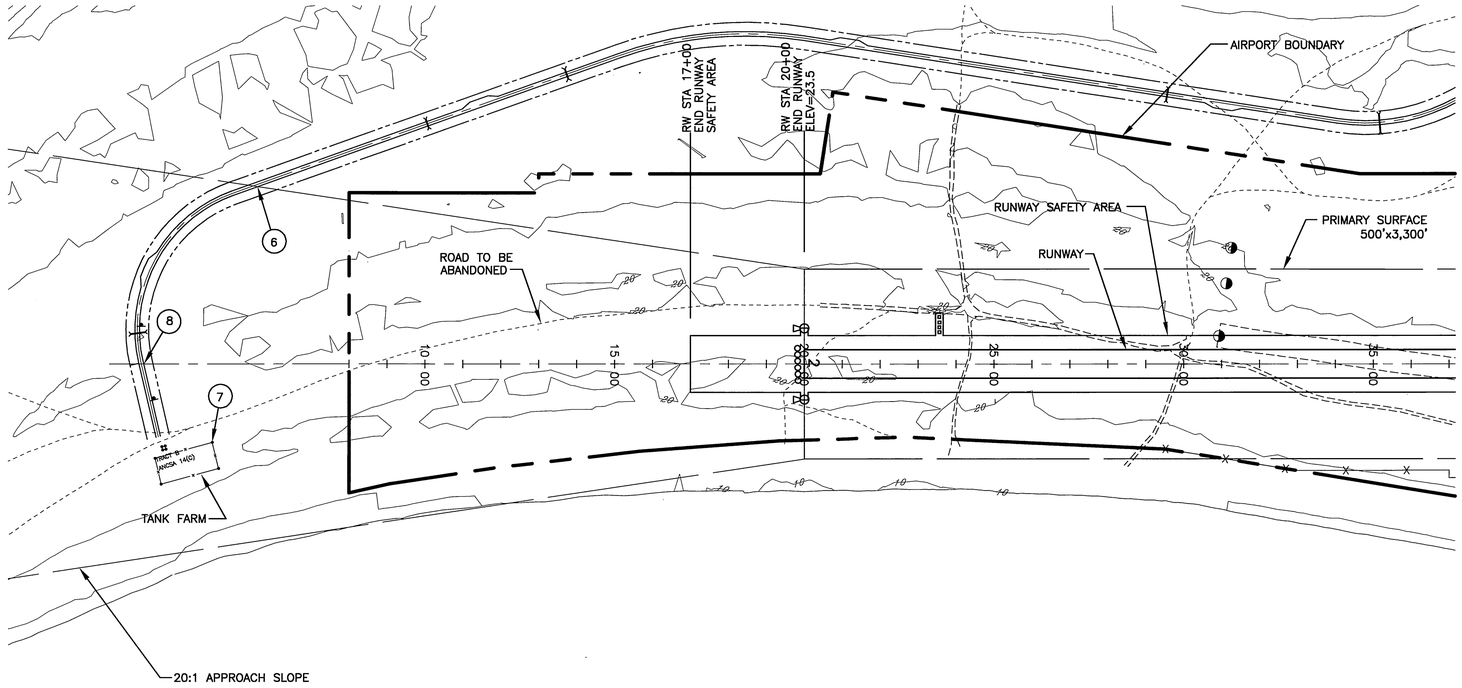
APPROVED: _____ DESIGN SECTION CHIEF
HARVEY M. DOUTHIT, P.E.

APPROVED: _____ PROJECT MANAGER
GARY E. LINCOLN, P.E.

DATE 12-20-04
DESIGN CJW
DRAWN EGS
CHECKED RJK

PERRYVILLE AIRPORT
PERRYVILLE, ALASKA
AIRPORT LAYOUT PLAN
RUNWAY PROFILES

SHEET 5 OF 11



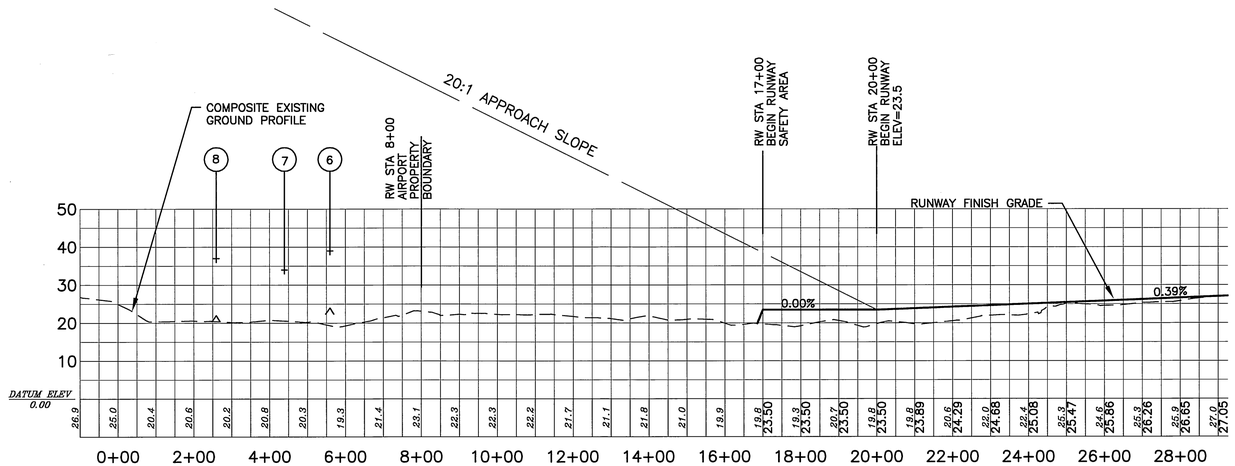
200' 0' 200' 400'

GRAPHIC SCALE
SCALE IN FEET

F.A.R. PART 77 20:1 APPROACH SURFACE OBSTRUCTION TABLE (INNER PORTION RW 2)

OBSTRUCTION ID	DESCRIPTION	OBSTRUCTION DIST/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSITION	STAGE TO BE CORRECTED
⑥	ROAD	1441 466 R	39*	NONE	95.6	NONE	NO ACTION	N/A
⑦	TANK FARM FENCE	1561 206 L	34	NONE	101.6	NONE	NO ACTION	N/A
⑧	ROAD	1741 0	37*	NONE	110.6	NONE	NO ACTION	N/A

* OBSTRUCTION ELEVATION INCLUDES 15' VEHICLE ON ROAD.



NOTES:

1. OBSTRUCTIONS EXIST IN F.A.R. PART 77 IMAGINARY SURFACES FOR RUNWAY 2. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER ORDER 5010, APPENDIX 1, PARA 57. THE CONTROLLING OBSTRUCTION IS OBSTRUCTION # 18 SHOWN ON THE AIR SPACE DRAWING.
2. THE APPROACH SLOPE BEGINS AT THE END OF THE PRIMARY SURFACE WHICH ALSO COINCIDES WITH THE THRESHOLD OF THE RUNWAY.
3. THE TOUCH DOWN ZONE ELEVATION FOR RW 2 IS 30.0' MSL (NAV88).
4. THE COMPOSITE EXISTING TERRAIN PROFILE IS BASED ON THE HIGHEST ELEVATION OF OBJECTS OR TERRAIN LYING UNDER THE RUNWAY APPROACH SURFACE OUTWARD TO A LINE WHERE THE APPROACH SURFACE ATTAINS A HEIGHT 100' ABOVE THE THRESHOLD ELEVATION.

Date Plotted: 12/29/04
Plot Ratio and Layout: in=1 layout=Inner Approach RW 2
File: W:\Projects\Perryville\ALP_04\Final Drawings\plan

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: [signature] DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

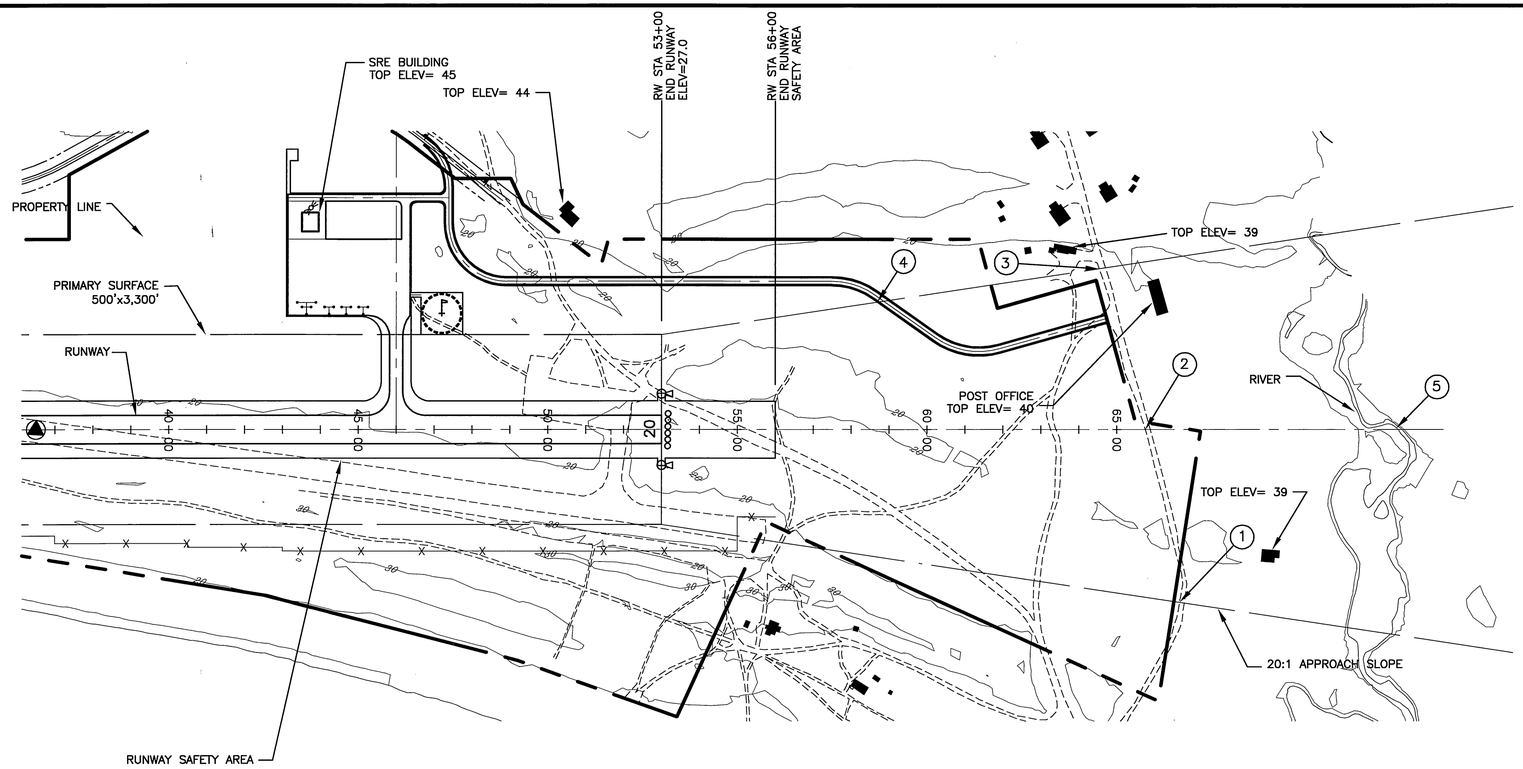
APPROVED: [signature]
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

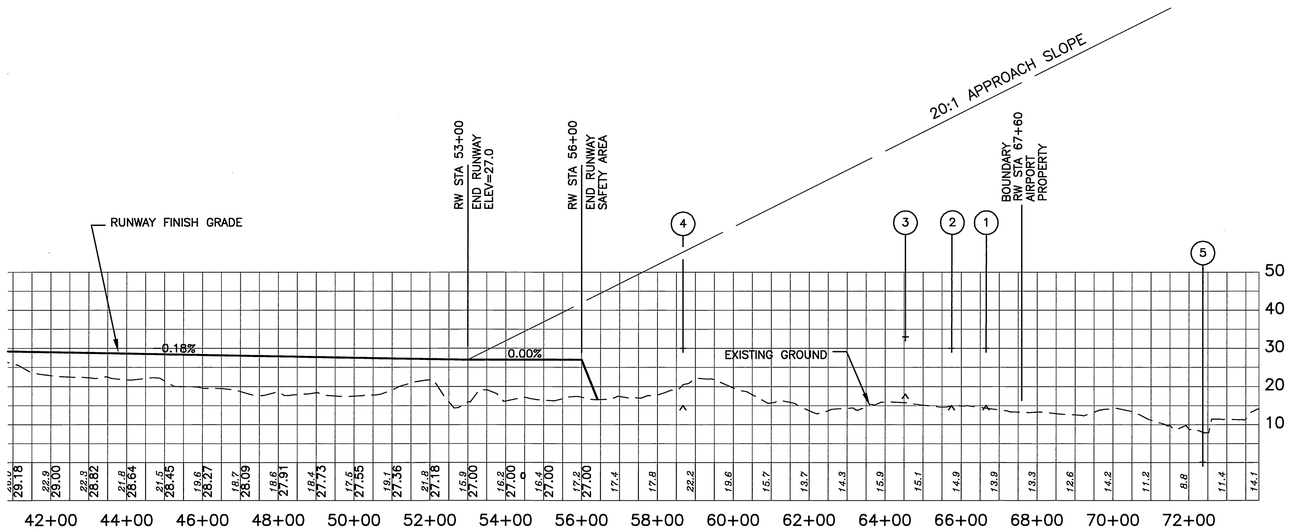
APPROVED: [signature]
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE 1-5-05
DESIGN CLW
DRAWN [illegible]
CHECKED RL

PERRYVILLE AIRPORT
PERRYVILLE, ALASKA
AIRPORT LAYOUT PLAN
INNER APPROACH SURFACE PLAN AND PROFILE RUNWAY 2

SHEET 6 OF 11





MAG DEC.
TS 30°E
2005

200' 0' 200' 400'

GRAPHIC SCALE
SCALE IN FEET

F.A.R. PART 77 20:1 APPROACH SURFACE OBSTRUCTION TABLE (INNER PORTION RW 20)

OBSTRUCTION ID	DESCRIPTION	OBSTRUCTION DIST/OFFSET		OBSTRUCTION ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSTION	STAGE TO BE CORRECTED
①	ROAD	1366	455 L	30*	N/A	95.3	NONE	NO ACTION	N/A
②	ROAD	1275	0	30*	N/A	90.8	NONE	NO ACTION	N/A
③	ROAD	1153	423 R	33*	N/A	84.7	NONE	NO ACTION	N/A
④	ROAD	567	335 R	30*	N/A	55.4	NONE	NO ACTION	N/A
⑤	RIVER	1937	0	8	N/A	123.9	NONE	NO ACTION	N/A

*OBSTRUCTION ELEVATION INCLUDES 15' VEHICLE ON ROAD.

NOTES:

1. OBSTRUCTIONS EXIST IN F.A.R. PART 77 IMAGINARY SURFACES FOR RUNWAY 2. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 11:1 PER ORDER 5010, APPENDIX 1, PARA 57. THE CONTROLLING OBSTRUCTION IS OBSTRUCTION # 9 SHOWN ON THE AIR SPACE DRAWING.
2. THE APPROACH SLOPE BEGINS AT THE END OF THE PRIMARY SURFACE WHICH ALSO COINCIDES WITH THE THRESHOLD OF THE RUNWAY.
3. THE TOUCH DOWN ZONE ELEVATION FOR RW 2 IS 30.0' MSL (NAV88).
4. THE COMPOSITE EXISTING TERRAIN PROFILE IS BASED ON THE HIGHEST ELEVATION OF OBJECTS OR TERRAIN LYING UNDER THE RUNWAY APPROACH SURFACE OUTWARD TO A LINE WHERE THE APPROACH SURFACE ATTAINS A HEIGHT 100' ABOVE THE THRESHOLD ELEVATION.

Date Plotted: 11/16/04
Plot Ratio and Layout: 1=1, layout=Inner Approach RW 20
File: W:\Projects\Perryville\ALP_04\Final Drawings\plan

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: _____
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

APPROVED: _____
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE 1-5-05
DESIGN CJW
DRAWN RK
CHECKED

PERRYVILLE AIRPORT

PERRYVILLE, ALASKA
AIRPORT LAYOUT PLAN
INNER APPROACH SURFACE PLAN
AND PROFILE RUNWAY 20

SHEET 7 OF 11

Date Plotted:	11/16/04
Plot Ratio and Layout:	1=1, layout=airspace layout plan
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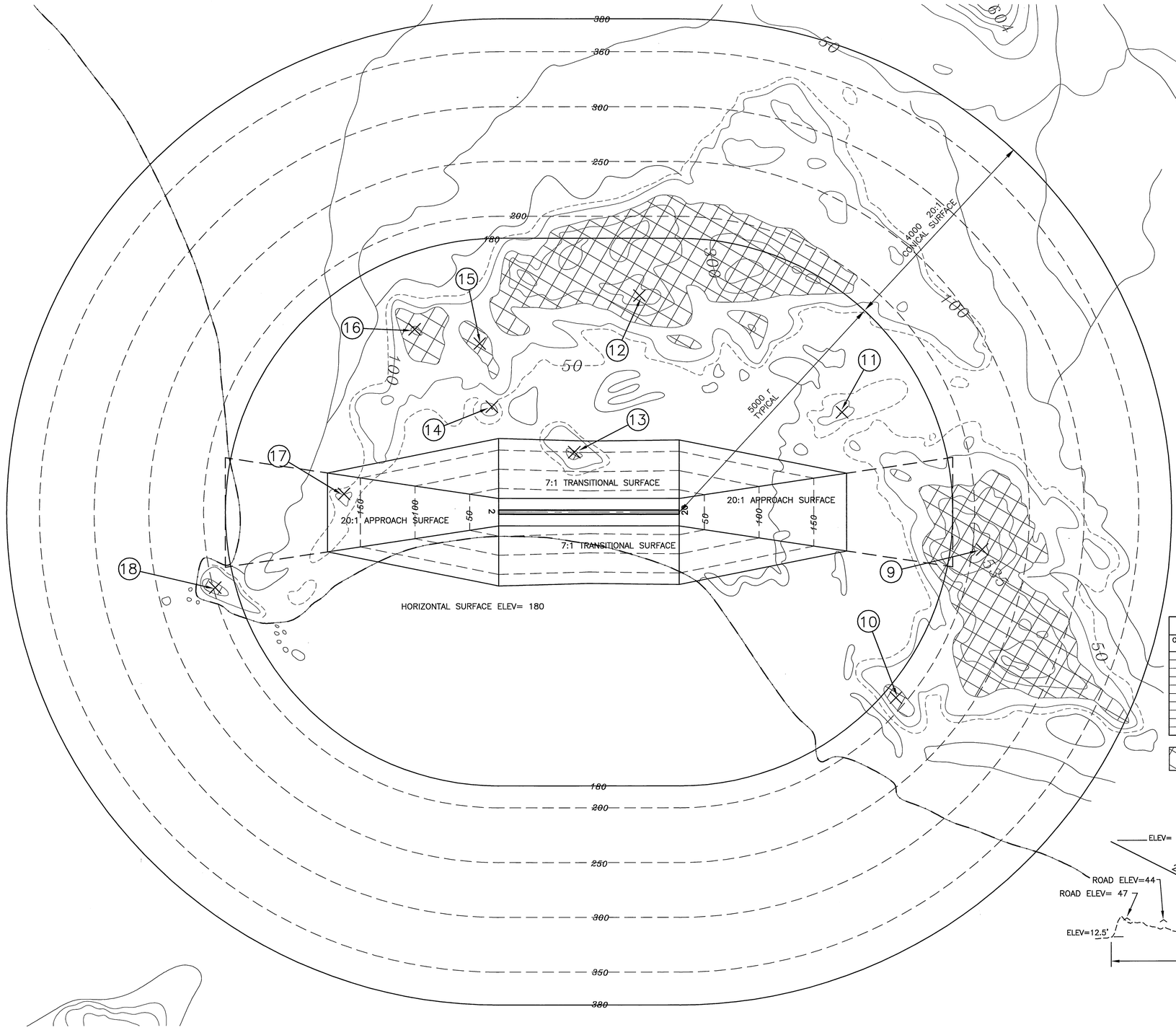


MAG.DEC. 15° 30' E 2005

1000' 0' 1000' 2000'

GRAPHIC SCALE
SCALE IN FEET

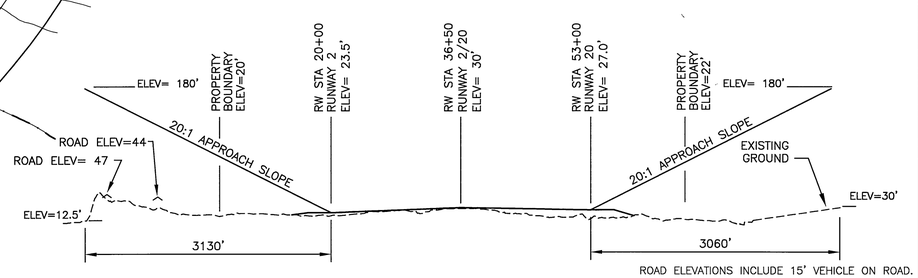
NOTES:

1. AIRPORT ELEVATION IS 30.0' (MSL)
2. APPROACH SURFACES BEGIN AT THE THRESHOLDS
3. BASE MAP DATA FROM USGS QUAD STEPOVAK BAY D-4, ALASKA
4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE PLANS FOR CLOSE-IN OBSTRUCTIONS
5. THERE ARE NO KNOWN HEIGHT RESTRICTIONS IMPOSED BY ORDINANCE OR STATUTE

F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE

OBSTRUCTION ID	DESCRIPTION	OBSTRUCTION DIST/OFFSET	RW ID	OBSTRUCTION ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSITION	STAGE TO BE CORRECTED
(9)	TERRAIN	5500'/548'LT	20	180'-535'	HOR/CON	180'-326'	0-327'	PERMANENT	N/A
(10)	TERRAIN	4048'/3024'LT	20	180'-230'	HOR/CON	180'-200'	0-50'	PERMANENT	N/A
(11)	TERRAIN	2624'/1966'RT	20	180'	HOR	180'	0	PERMANENT	N/A
(12)	TERRAIN	802'/4167'RT	20	180'-464'	HOR/CON	180'-213.5'	0-284'	PERMANENT	N/A
(13)	TERRAIN	1393'/1319'RT	2	180'-208'	TRANS/HOR	175'-180'	5'-30'	PERMANENT	N/A
(14)	TERRAIN	115'/1877'RT	2	180'	HOR	180'	0	PERMANENT	N/A
(15)	TERRAIN	324'/3118'RT	2	220'	HOR	180'	40'	PERMANENT	N/A
(16)	TERRAIN	1542'/3244'RT	2	300'	HOR	180'	120'	PERMANENT	N/A
(17)	TERRAIN	2775'/496'RT	2	134	NONE	162'	0	REMOVAL	NEAR TERM
(18)	TERRAIN	5200'/1053'LT	2	180'-250'	HOR/CON	180'-217'	0-50'	PERMANENT	N/A

OBJECT PENETRATION AREAS (TERRAIN)



ROAD ELEVATIONS INCLUDE 15' VEHICLE ON ROAD.

RUNWAY PROFILE
NOT TO SCALE

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 11/3/05

By: [signature] DATE: 11/3/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature]
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

APPROVED: [signature]
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE 1-5-05
DESIGN CSW
DRAWN
CHECKED

PERRYVILLE AIRPORT
PERRYVILLE, ALASKA
AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE

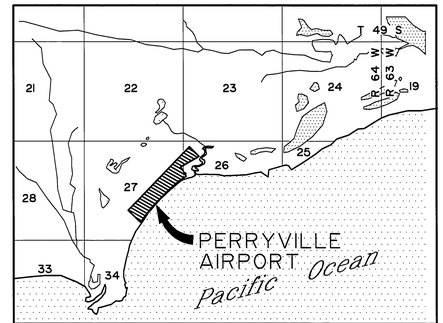
SHEET 8 OF 11

SURVEY NOTES

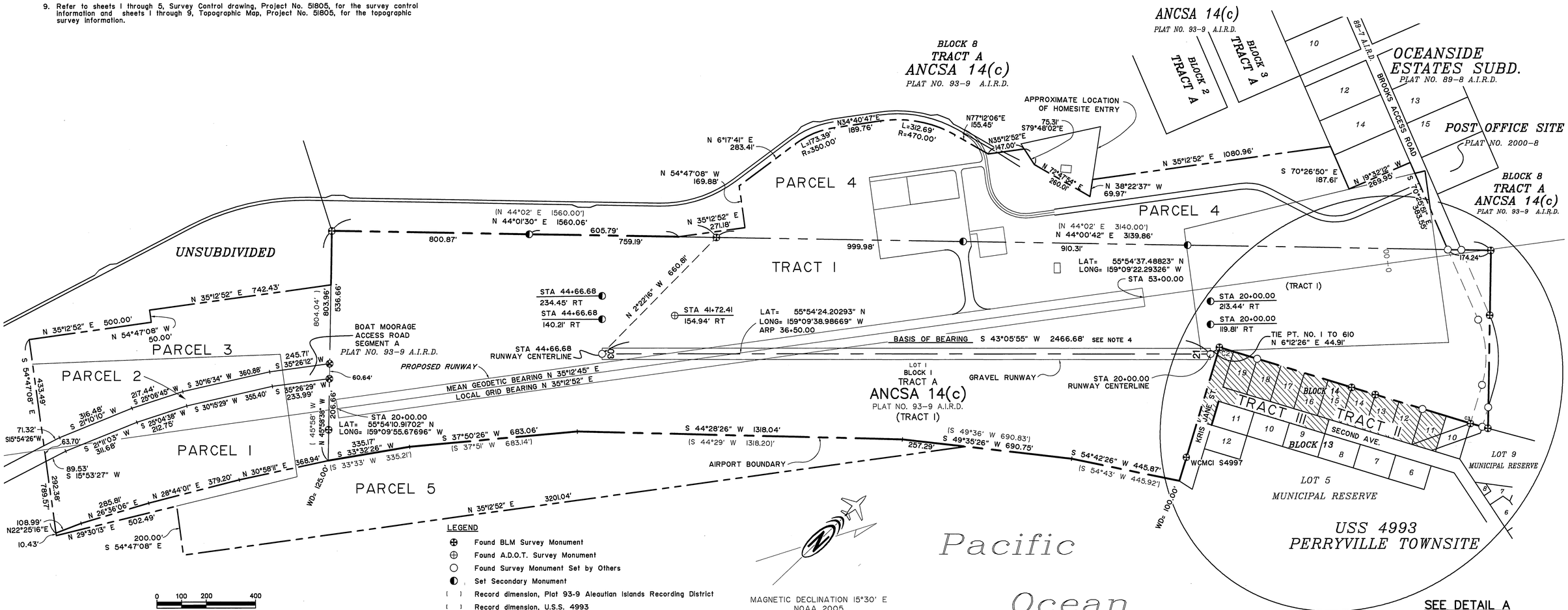
1. The information shown is based on field surveys performed by R&M Consultants, Inc. during October and November, 1999.
2. The minimum closure of the tract boundary, as field monumented, meets or exceeds 1:10,000.
3. The geographic positions shown are NAD83 values based on the record geographic position at runway centerline monument "E02", as shown on FAA drawing "Perryville Airport" dated 11/21/97.
4. Project bearings are local grid bearings oriented to the NAD83 geodetic mean bearing between runway centerline monuments "E02" and "E20", as shown on FAA drawing "Perryville Airport" dated 11/21/97. The geodetic bearing of the runway centerline was determined from static GPS observations using Trimble 4800 GPS Dual Frequency Receivers. The GPS survey was adjusted using simultaneous least-squares methods.
   (S 43°05'52" W 2466.72' FAA DRAWING "PERRYVILLE AIRPORT", 11/21/97)
   (S 42°50'06" W ADOT AIRPORT PROPERTY PLAN, 10/16/78)
5. All distances are ground distances reduced to horizontal in feet.
6. Metric stationing was converted to U.S. Survey feet.
7. The natural meander of the mean high water line of the Pacific Ocean forms the property boundary. The meanders shown are based on record dimensions best fit to existing monumentation.
8. This is a survey of the lands described and shown in the following documents:
   ADOT Tract I
   Quitclaim Deed, dated February 26, 1979, Book 19, Page 544, Aleutian Islands Recording District. Subsequently identified as the Perryville Airport Boundary which is comprised of Lots 1, 2, 3 and 4, which is all of Block 1 of Tract A, ANCSA 14(c) Plat no. 93-9, Aleutian Islands Recording District.
   The Aviation and Hazard Easement, ADOT Tracts II & III, within USS 4993
   Trustee Permit, dated January 8, 1980, Book 19, Page 587, Aleutian Islands Recording District.
9. Refer to sheets 1 through 5, Survey Control drawing, Project No. 51805, for the survey control information and sheets 1 through 9, Topographic Map, Project No. 51805, for the topographic survey information.

PROPERTY STATUS

PARCEL NO.	INTEREST TO BE ACQUIRED	GRANTOR	GRANTEE	LARGER PARCEL AREA	NET TAKE	REMAIN	RECORDED DOCUMENT NUMBER	ACQUIRED UNDER AIP NO.
TRACT I	FEE / SURFACE	OCEANSIDE CORPORATION	STATE OF ALASKA, DOT/PF	LARGE	86 AC ±	LARGE	BK 19 PG 0396	6-02-0218-01/80
	FEE / SUBSURFACE	BRISTOL BAY NATIVE CORP.					TO BE ACQUIRED	
TRACT II	TRUSTEE PERMIT	BLM, TOWNSITE TRUSTEE	STATE OF ALASKA, DOT/PF	LARGE	3.10 AC	LARGE	BK 19, PG 0587	6-02-0218-01/80
TRACT III	TRUSTEE PERMIT	BLM, TOWNSITE TRUSTEE	STATE OF ALASKA, DOT/PF	LARGE	1.05 AC	LARGE	BK 19, PG 0587	6-02-0218-01/80
PARCEL 1	FEE / SURFACE	OCEANSIDE CORPORATION	STATE OF ALASKA, DOT/PF	LARGE	8.773 AC	LARGE	TO BE ACQUIRED	3-02-0218-0105
	FEE / SUBSURFACE	BRISTOL BAY NATIVE CORP.					TO BE ACQUIRED	3-02-0218-0105
PARCEL 2	FEE / SURFACE	STATE OF ALASKA, DCCED	STATE OF ALASKA, DOT/PF	2.197 AC	1.665 AC	0.532 AC	TO BE ACQUIRED	3-02-0218-0105
	FEE / SUBSURFACE	BRISTOL BAY NATIVE CORP.					TO BE ACQUIRED	3-02-0218-0105
PARCEL 3	FEE / SURFACE	OCEANSIDE CORPORATION	STATE OF ALASKA, DOT/PF	LARGE	9.584 AC	LARGE	TO BE ACQUIRED	3-02-0218-0105
	FEE / SUBSURFACE	BRISTOL BAY NATIVE CORP.					TO BE ACQUIRED	3-02-0218-0105
PARCEL 4	FEE / SURFACE	STATE OF ALASKA, DCCED	STATE OF ALASKA, DOT/PF	LARGE	22.801 AC	LARGE	TO BE ACQUIRED	3-02-0218-0105
	FEE / SUBSURFACE	BRISTOL BAY NATIVE CORP.					TO BE ACQUIRED	3-02-0218-0105
PARCEL 5	AVIGATION & HAZARD EASE.	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	———	16.448 AC	———	TO BE ACQUIRED	3-02-0218-0105



VICINITY MAP
SCALE 1"=1 MILE
SOURCE: USGS QUAD STEPOVAK BAY D-4, 1963
SEWARD MERIDIAN ALEUTIAN ISLAND RECORDING DISTRICT



LEGEND
- ⊕ Found BLM Survey Monument
- ⊕ Found A.D.O.T. Survey Monument
- ○ Found Survey Monument Set by Others
- ◐ Set Secondary Monument
- [ ] Record dimension, Plat 93-9 Aleautian Islands Recording District
- ( ) Record dimension, U.S.S. 4993
- ▨ Trustee Permit area

SEE DETAIL A SHEET 10

Date Plotted: 01/12/05
Plot Ratio and Layout: 1=1
Files: W:\CAD\ROWAVIATION\AIRPORTS\CENTRAL\PERRYVILLE\PROPPLAN.DWG

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05
By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

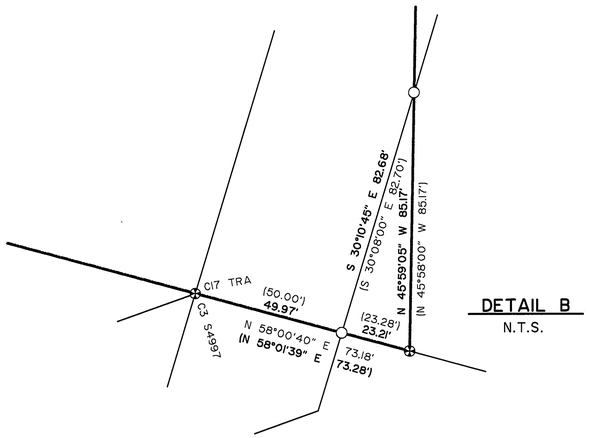
APPROVED: _____ HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF
APPROVED: _____ GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE 01/12/05
DESIGN CWO
DRAWN MES
CHECKED KW

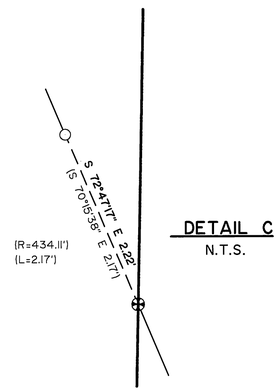
PERRYVILLE AIRPORT

AIRPORT LAYOUT PLAN
AIP 3-02-0218-0105
AIRPORT PROPERTY PLAN (1 OF 2)

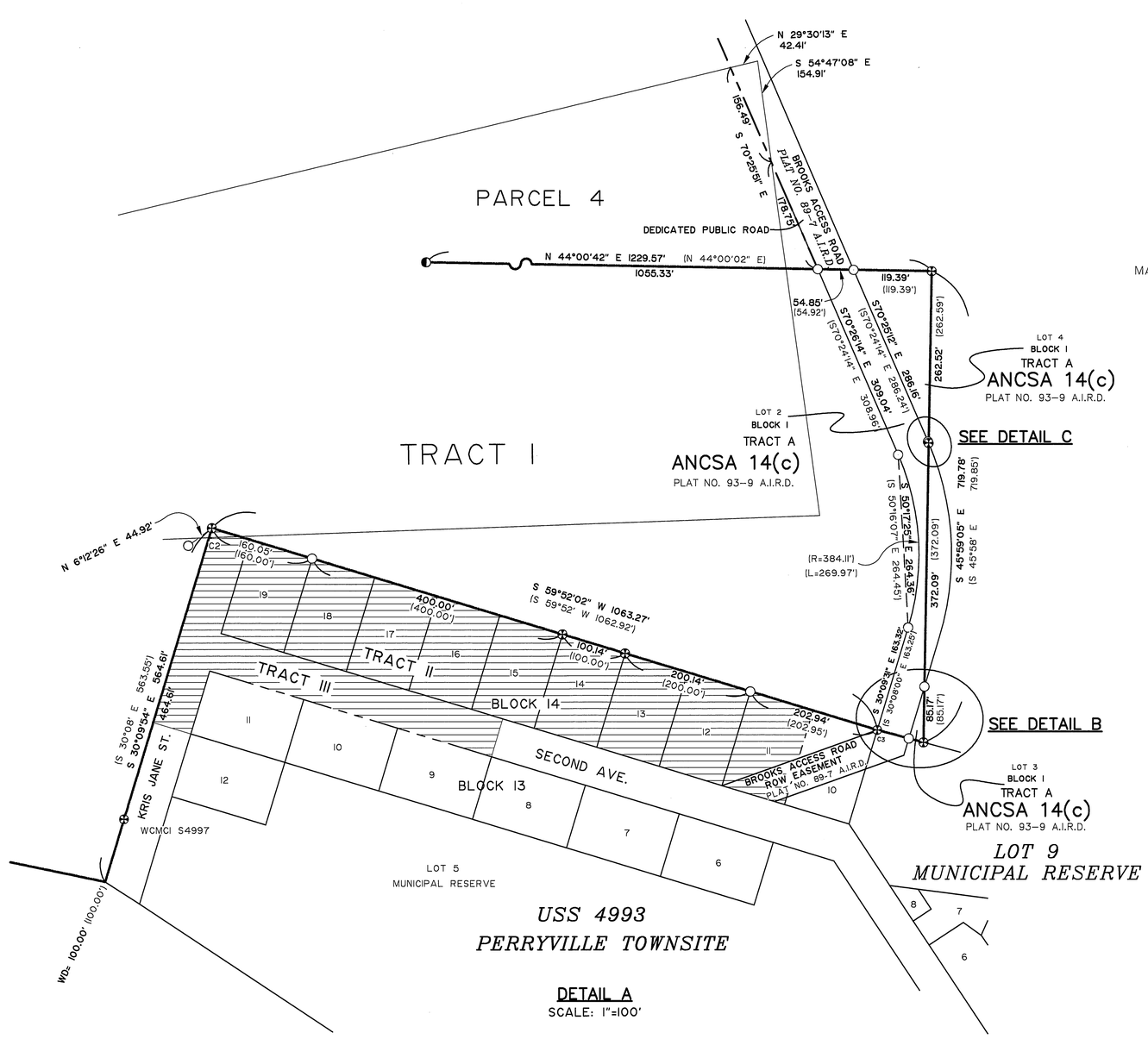
SHEET 9 OF 11



DETAIL B
N.T.S.



DETAIL C
N.T.S.



DETAIL A
SCALE: 1"=100'

MAGNETIC DECLINATION 15°30' E
NOAA 2005

Date Plotted:	01/12/05
Plot Ratio and Layout:	1=1
File:	W:\CAD\ROWAVIATION\AIRPORTS\CENTRAL\PERRYVILLE\PROPPLAN.DWG

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/06

By: _____ DATE: 1/13/06
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: _____
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

APPROVED: _____
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE 01/12/05
DESIGN CSW
DRAWN MES
CHECKED AK

PERRYVILLE AIRPORT

AIRPORT LAYOUT PLAN
AIP 3-02-0218-0105
AIRPORT PROPERTY PLAN (2 OF 2)

SHEET 10 OF 11

A. Purpose

This narrative report is included with the Airport Layout plan (ALP) for Perryville, Alaska in accordance with federal aviation administration (FAA) airport design advisory circular (AC) 150/5300-13 Change 7, Appendix 7. The rationale for improvements at Perryville Airport is outlined in this narrative report.

B. Introduction

Perryville is a rural unincorporated community located on the south coast of the Alaska Peninsula at the mouth of the Kametolook River, 275 miles southwest of Kodiak and 500 miles southwest of Anchorage. There are currently no roads to access Perryville from other communities and access by water is seasonally limited. The current population of Perryville is 106 (2003) and is projected to grow to 140 by 2020.

C. Airport Usage and Forecasts

1. Current Usage

In the 1996 Alaska Aviation System Plan Update (AASPU), Perryville was classified as a Community Class Airport. This classification is not expected to change in the 20-year planning period. Aircraft operations at the airport support passenger traffic, mail and cargo distribution, school activities, and medical evacuations.
Pen-Air has one scheduled daily commercial flight in a Cessna Caravan to Perryville originating from King Salmon. Non-scheduled air taxi services and charters are available from King Salmon, Dillingham, Bethel and Anchorage. One single engine general aviation aircraft is seasonally based at Perryville. Summer seasonal use increases dramatically because of construction projects and access to fishing and hunting areas.

Perryville Airport is primarily served by single engine aircraft such as Cessna 206 Skywagon (Design Group A-I) and 208 Caravan (Design Goup A-II). Some small twin-engine aircraft such as the piper Navajo (Design Group B-I) occasionally operate at the airport. Therefore, the airport should be designed to accommodate Category B, Group II aircraft. Table 1 provides information for these aircraft.

Table 1

CRITICAL AIRCRAFT CESSNA GRAND CARAVAN	
Approach Speed	< 91 Knots
Wingspan	52.1 ft
Weight	8750 lbs
Airport Reference Code	A-II
CRITICAL AIRCRAFT PIPER PA31 (NAVAJO)	
Approach Speed	> 91 KNOTS and < 121 KNOTS
Wingspan	40.7 ft
Weight	6,200 lbs
Airport Reference Code	B-I

The Airport Master Record (FAA Form 5010-1), last revised June 10, 2004 reports 100 air taxi and 200 general aviation itinerant operations per year. Such voluntary reports usually indicate fewer than actual experience. Based on a recent survey of air taxi operators they indicated 5 flights to 12 flights per week during the summer, and 5 to 15 flights per month during the winter. This results in a range of annual operations for the airport of 320 to 804 with an average of 560.

The latest voluntary reports of enplanements from the air carriers indicate 1111 passengers for 1999, 665 for 2000 and 864 for 2001, with an average of 880.

2. Forecasted Usage

Forecasts are based on a combination of factors including past airport activity, available information about aircraft operations, socioeconomic factors, and demographics. After considering the economic basis driving operations at the airport, it appears reasonable to tie operational forecasts to population trends. Based on past historical population statistics the rate of future increase is estimated at 1% per year.

Table 2 provides an estimate of aircraft operations 5, 10, and 20 years into the future.

Table 2

AERONAUTICAL FORECASTS				
Activity	2004 (Estimated)	2009 (Projected)	2014 (Projected)	2024 (Projected)
Operations	560	589	619	683

D. Design Rationale

1. Airport Reference Code (ARC)

Based on the critical aircraft projected to use Perryville Airport in the 20-year planning period, the airport will be improved to meet ARC B-II standards. Table 3 presents the existing and ultimate design standards for Perryville Airport.

2. Airport and Terminal Navaids

The existing runway at Perryville currently has no medium intensity runway lights (MIRL). The runway has a visual flight rule (VFR) non-precision approach; however, according to FAA, Perryville has been identified for development for a Global Positioning System (GPS) non-precision instrument approach procedure.

3. Wind Coverage

No wind observations have been recorded at Perryville. Using data from Sand Point and Chignik, the two closest stations to Perryville at 58 and 36 nautical miles from Perryville respectively, wind coverage is less than 95% for all runway orientations at a 10.5-knot crosswind component. Nearby terrain at Perryville and at the other locations places this data in doubt as to its specific applicability to Perryville. Pilots report cross winds occasionally prevent landing at the airport. Runway orientation is determined by terrain and localized development. Wind data will be collected and wind coverage will be added to the ALP at a later date.

4. Runway

The dimesions and components used for airports with reference codes B-II are listed in Table 3, per FAA AC 150/5325-4 and FAA AC 150/5300-13.

5. Taxiway

The runway must be connected to the apron and aviation support area by taxiways. A perpendicular taxiway will connect the near-face of the apron and the runway.

6. Apron

The apron design will meet or exceed surface gradient and area standards for transient Catagory A aircraft.

7. Access

Access to the airport will be provided by a 18 ft wide by 2,128 ft long access road.

Table 3

FAA AIRPORT DESIGN STANDARDS (B-II)			
DESIGN ELEMENT	B-II STANDARD	NEAR-TERM	ULTIMATE
Primary Runway Length	3,300'	3,300'	3,300'
Primary Runway Width	75'	75'	75'
Primary Runway Surface	Gravel	Gravel	Gravel
Primary Runway Shoulder Width	10'	10'	10'
Primary RSA Width	150'	150'	150'
Primary RSA Length beyond R/W End	300'	300'	300'
Primary Runway Protection Zone	500'x700'x1000"	500'x700'x1000"	500'x700'x1000"
Primary Runway Object Free Area	L=3,900'	L=3,900'	L=3,900'
	W=500'	W=500'	W=500'
Primary Runway Obstacle Free Zone	250'x3,700'	250'x3,700'	250'x3,700'
Primary Surface Width	500'	500'	500'
Primary Surf Length beyond R/W End	at End of R/W	at End of R/W	at End of R/W
Taxiway Width	35'	35'	35'
Taxiway Safety Area Width	79'	79'	79'
Taxiway Object Free Area Width	131'	131'	131'
Taxiway Holding Position from R/W CL	125'	300	300

Table 4

AASPU RECOMMENDATIONS FOR COMMUNITY CLASS AIRPORT			
DESIGN ELEMENT	AASPU RECOMMENDS	NEAR-TERM	ULTIMATE
Lighting	MIRL	MIRL	MIRL
Apron	200'x300'	200'x322.5'	200'x322.5'
	60,000 sf	64,500 sf	64,500 sf
Aviation Support Area	100'x300'	100'x200'	100'x200'
	30,000 sf	20,000 sf	20,000 sf
M&O Pad	100'x100'	100'x100'	100'x100'
	10,000 sf	10,000 sf	10,000 sf
Equipment Building	Replacement	New	New
Terminal	None	None	None
Service Access	Separate Access	18'x2,116'	18'x2,116'

E. Staged Development

Development of Perryville Airport for the 20-year planning period will occur in one stage, near-term. There are no mid-term or Long-term developments planned for Perryville Airport.

The primary objectives of the near-term development are:

1. Relocating the airport to provide adequate runway apron separation and to increase the airport's distance from residential structures in the community.

2. Upgrading airport features to B-II standards.

Near-term development will construct a new airport over the existing airport rotated approximately 8 degrees counterclockwise. The old runway will be decommissioned. Total project costs are estimated to be $5,500,000.00. Work on the new airport will include:

1. Construct a new embankment for a runway safety area 150 ft wide and 3,900 ft long extending 300 ft beyond each runway end.

2. Build an aggregate surfaced runway 75 ft wide and 3,300 ft long with 10 ft shoulders.

3. Construct new embankment for taxiway safety area 79 ft wide and a total of 263 ft long.

4. Build an aggregate surfaced taxiway 35 ft wide by 263 ft long.

5. Construct a 84,500 sf aggregate surfaced apron, which is 200 ft by 322.5 ft, and an aviation support area 100 ft by 200 ft.

6. Construct a 10,000 sq. ft. M&O lot contiguous to the apron.

7. Build a new 18 ft wide by 2,116 ft long airport access road and 18 ft wide by 425 ft long apron access road surfaced with aggregate.

8. Install Medium Intensity Runway Lighting (MIRL) system along the runway and Medium Intensity Taxiway Lighting (MITL) system on the taxiway.

9. Construct a new double bay SRE building with an airport beacon on the M&O lot.

10. Install a segmented circle with lighted wind cone.

F. Property Status

The existing Perryville Airport is located on state property. Additional property is needed for the improvements which is under the ownership of the local and regional corporations that support the relocation and improvements to the airport. Sufficient property interests will be acquired to include the features of the ultimate airport in this plan.

G. Waste Disposal Facility

FAA recommends against locating putrescible-waste disposal operations within 10,000 ft of airports serving turbine powered aircraft and within 5,000 ft of airports serving propeller powered aircraft. The landfill for Perryville is located approximately 4,000 ft west of the airport. ADOT &PF will work with the community of Perryville to reduce the attraction of wildlife through landfill management practices such as covering waste promptly. There is no sewage treatment lagoon for the community as individual and community sewage is treated through septic tank wastewater disposal systems.

H. Community Involvement

The community of Perryville has been invovled in the planned development by the Alaska Department of Transportation & Public Facilities (ADOT&PF). Meetings were held to obtain comments and input from the local residents and Perryville IRA Council. The completion of this project requires a categorical exclusion that also provides opportunities for community input. Correspondence from residents, corporations, and local governmental officials remain filed with ADOT&PF, central region. The community supports the planned development.

I. Non-Standard Conditions

Wind coverage at the proposed runway is unknown however, pilots have reported frequent cross-winds at the current runway which is oriented similarly to the proposed runway. Orientation of the new runway is determined by severe terrian constraints which also prevent the provision of a crosswind runway. Without wind data, it is unknown what increase in coverage if any that would be realized from a crosswind runway.

J. Encroachments into Part 77 Surfaces

There are terrain encroachments into FAR Part 77 imaginary primary, horizontal and conical surfaces to the northwest, northeast and southwest of the runway. The closest penetrations to the runway are to be removed during construction of the runway. The closest penetration to the runway that is to remain is a rock knob 1320 feet northwest of the runway penetrating the horizontal surface by 30 feet.

K. Future Land Development

The local government is encouraged to limit land uses in the vicinity of the airport to protect from operational impacts and to protect the health, safety and welfare of its citizens. Noise is one of the most common impacts encountered in the vicinity of an airport. Aviation noise typically extends beyond the boundary of the airport into areas where the airport has no authority. Noise problems can develop around airports if adequate limitations on incompatible uses are not taken. Land in the vicinity of the airport should not be used in a manner that creates electrical interference with navigational signals or radio communication between the airport and aircraft; makes it difficult for pilots to distinguish between airport lights and others, resulting as glare in the eyes of the pilots using the airport; impairs visibility in the vicinity of the airport; creates bird strike hazards; creates obstructions to air navigation; or otherwise in any way endangers or interferes with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

L. Appendix II Threshold Siting Criteria

There are no terrain object penetrations in the threshold siting surfaces of Runway 2 as defined in FAA AC 150/5300-13 change 7, Appendix 2, paragraph e.

There are no object penetrations in the threshold siting surfaces of Runway 20 as defined in FAA AC 150/5300-13 change 7, Appendix 2, paragraph a. Terrian beginning 4500 ft from the threshold of Runway 20 on centerline, elevation 260 ft. and higher violates paragragh b siting surface standards. Paragragh b surface elevation at this point is 252 ft.

Date Plotted: 12/29/04
Plot Ratio and Layout: 1=1, layout=Narrative
File: W:\Projects\Perryville\ALP_04\Final Drawings\Cover

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/13/05

By: _____ DATE: 1/13/05
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 2004-AAL-165NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: _____ DESIGN SECTION CHIEF
HARVEY M. DOUTHIT, P.E.

APPROVED: _____ PROJECT MANAGER
GARY E. LINCOLN, P.E.

DATE 1-5-05
DESIGN CWW
DRAWN
CHECKED RAK

PERRYVILLE AIRPORT

AIRPORT LAYOUT PLAN
NARRATIVE REPORT

SHEET 11 OF 11